

# The Hong Kong Daily Press.

No. 8674

號四十七百六千八第

日三初月九年一十緒光

HONG KONG, SATURDAY, OCTOBER 10TH, 1885.

號十月十英曆

[PRICE 2½ PER COPY]

## SHIPPING.

**ARRIVALS.**  
October 9, GLENOLLY, British steamer, 2,000.  
Hagg, Port Hamilton 5th October, Ballist.  
—NATAL AUTHORITIES.  
October 9, THAKARA 1st October, 1,670, W. J.  
Nantes, Yokohama 1st October, Mails and  
General—P. & O. S. N. Co.  
October 9, FIDELIO, German steamer, 852, H.  
Brook, from Whampoa, Ballist.—WILSON  
& Co.  
October 9, YANGTZE, British steamer, 783,  
Schmidt, from Whampoa, General.—SIEMSEN  
& Co.  
October 9, HARTER, British steamer, 1,195, F.  
Grandin, Singapore 3rd October, General.  
—RUSSELL & Co.  
October 9, ACTIV, Danish steamer, 298, Ch.  
Reynold, Haiphong 5th October, General.  
—ARNOLD, KARBURG & Co.  
October 9, SUT, Dutch steamer, 829, H. G. Ru.  
laak, Amoy 7th October, General.—CH.  
NESE.  
October 9, FOOKANG, British steamer, 900, H.  
W. Hogg, Shanghai 6th October, General.  
—JARDINE, MATHESON & Co.  
October 9, FERO, German steamer, 754, P. So.  
rensen, Newchwang 27th September, Benas.  
—SIEMSEN & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
8th October.  
Signal, German str., for Haiphong.  
Kutang, British str., for Shanghai.  
Complan, British str., for Saigon.  
Ferdinand, British str., for Bangkok.  
Julia, Spanish str., for Amoy.  
Yangtze, British str., for Shanghai.  
Bentley, British str., for Yokohama.

## DEPARTURES.

October 9, SEA GULL, Amoy str., for Haiphong.  
October 9, CAROLINE, Siam str., for Bangkok.  
October 9, BORNIE LARIE, British bark, for  
Singapore.  
October 9, P. C. K. Kiao, British str., for  
Bangkok.  
October 9, KUTANG, British str., for Shanghai.  
October 9, FERNOW, British str., for Bang.  
October 9, JUKITA, Spanish str., for Amoy.  
October 9, HYDRA, British str., for Shanghai.

## PASSENGERS.

Per *Smith*, str., from Amoy—30 Chinese.  
Per *Harter*, str., from Singapore—280 Chi.  
Per *Actin*, str., from Haiphong—Mrs. Mar.  
guer, Mrs. Chamberg, Messrs. J. Hall, Jensen  
and Mackay, and 4 Chinese.  
Per *Thakara*, str., from Yokohama, &c.—  
For Hongkong—Major General and son, Mrs. Cree.  
land, Messrs. A. L. Pellieu, L. Campos and  
Lam Ching Hing. For Port Said—Mr. Geden.  
For Brindisi—Lieut. de Vascolla, Mr. Seldin.  
Messrs. P. Felice and Morelli. For London—  
Mr. and Mrs. Broadbent and Mr. A. Shanks.  
From Hongkong—Mr. and Mrs. Shanks.  
Rev. King, Messrs. H. H. Ford, F. M. Martin  
and servant, Bak Sing, Kuanah and servant,  
Ah Tin and servant, Ah Pan, 2 wives, 1 children,  
and servant.  
Per *Yangtze*, str., from Shanghai—Capt.  
Lloyd, Messrs. Kemoro, Shaky, Perry, and 70  
Chinese.

## REPORTS.

The British steamer *Pockling* reports left  
Shanghai on the 6th October, and had a fine  
N.E. and N.W. winds and dull gloomy weather  
with rain throughout.

The British steamer *Utagale* reports left  
Port Hamilton on the 5th October. First port  
strong Easterly gales with thick rain; middle  
part N.W. wind and clear weather; latter part  
N.E. wind and thick weather.

The British steamer *Harter* reports left Sin.  
gapore at 3 p.m. on the 3rd October, and had  
light variable winds with general fine  
weather, until passing the Paracel Islands; had  
fresh N.E. wind with thick rainy weather until  
arrival.

**VESSELS ARRIVED IN EUROPE FROM PORTS**  
IN CHINA, JAPAN, AND MANILA.  
(Per last Mail's Advice.)  
Moskwa (s).....Shanghai.....Aug. 4  
Koskova (s).....Singapore.....Aug. 13  
Talon (s).....Shanghai.....Aug. 15  
Ningchow (s).....Foochow.....Aug. 20

**VESSELS EXPECTED AT HONGKONG.**  
(Corrected to Date.)  
Monarch.....New York.....April 28  
Aranda.....Newport.....June 8  
Florence.....Cardiff.....June 19  
Mohark.....New York.....June 11  
Nyl Ghar.....New York.....June 12  
Lunatic.....New York.....June 12  
Lunatic.....New York.....June 12  
Voyagers (s).....Liverpool.....June 22  
Voyagers (s).....Liverpool.....June 22  
Arabia.....New York.....June 26  
Cairns (s).....Haarlem via G'ow.....July 2  
C. F. Sargent.....Penarth.....July 13  
Rosanna (s).....Antwerp.....July 16  
Great Britain.....Cardiff.....July 18  
Carondelet.....Cardiff.....July 18  
John Currier.....Penarth.....July 25  
Chapman (s).....Hamburg.....Aug. 8  
Hesperus (s).....Antwerp.....Aug. 10  
Hock.....Cardiff.....Aug. 12  
Wilhelm Anton.....Cardiff.....Aug. 14  
Klyde (s).....Liverpool.....Aug. 16  
Moray (s).....Glasgow.....Aug. 16  
John Kier (s).....Glasgow.....Aug. 16  
Alghan (s).....Glasgow.....Aug. 16

## GOVERNMENT SHELTER.

**TICKETS** and **DESTITUTE** other  
than Chinese to **BOARD** and  
**LODGING** in the above SHELTER can now be  
obtained at the **TREASURY** in Books of 20.  
Each Book costs 3s. Two or more Tickets may  
be given where extended relief is thought ad.  
visable. The Men relieved will be allowed  
opportunities of seeking employment.  
Charitable persons are earnestly requested to  
refrain from giving Money to **DESTITUTE**, and  
to avail themselves of the above or some other  
organized method of relief.  
Hongkong 15th June, 1885. [1113]

## NOTICE.

**MR. JAMES DUKE MONROE** is autho.  
rized to sign our Firm.  
BRADLEY & Co.  
Swallow, 22nd September, 1885. [1740]

## NOTICE.

The Undersigned have been nominated by  
Special Appointment **COMMERCIAL**  
**AGENTS** for the **FOREIGN BUSINESS** of  
His Excellency the **Viceroy of China**.  
—RUSSELL & Co. [1467]

## NOTICE.

I HAVE THIS DAY Established myself as  
a **GENERAL BROKER** and **COMMISSION**  
**AGENT** specially of **CHINESE GOODS** from  
Canton.  
F. X. DA CRUZ,  
No. 3, Stanton Street.  
Hongkong, 2nd October, 1885. [1787]

## NOTICE.

NOTICE is hereby given that on the 3rd  
day of June last, YUEN YUK CHI and his  
son YUEN HUI KIM (the latter having  
been the Manager) retired from the Business of  
the **FOO TAI LOONG SHOP**, No. 50, Praya  
Central, and sold all their own Shares of the  
Business to YEUNG MING LAI TONG.  
Who had been until then Partners or Share  
holders. Settlement of Accounts has been made.  
The said YUEN MING LAI TONG will not  
hold themselves responsible for any Debts,  
Old or New, contracted by the said YUEN YUK  
CHI or his son YUEN HUI KIM.  
Creditors and Debtors are also hereby re.  
quested to send their accounts to be signed by  
YUEN TAO MAN, YUEN MAN TUNG, and  
YUEN KING SIEN, or certified by the putting  
on the same documents of the Chop of FOO  
TAI LOONG MING KEE.  
Hongkong, 12th August, 1885. [1470]

## INTIMATIONS.

**LANE CRAWFORD & Co's**  
**SEED LIST 1885-6.**  
CONTAIN A DETAILED CATALOGUE OF SU.  
TTON'S ENGLISH AND BOWEN'S AMERICAN  
VEGETABLE AND FLOWER SEEDS  
suitable for this climate.  
THE ABOVE SENT POST FREE TO ANY ADDRESS.  
**FOR SALE.**  
SUTTON'S TROPICAL GUIDE.  
A YEAR'S WORK IN GARDEN AND  
GREENHOUSE.  
JOHNSON'S GARDENERS DICTION.  
ARY.  
RANSOM'S LAWN MOWERS.  
GARDEN TOOLS, all kinds.  
LADIES' GARDENING SEEDS.  
THE "BEST" TROPICAL SOYTHES.  
LANE, CRAWFORD & Co.  
Hongkong, 1st October, 1885. [128]

**BREWER** has just received the  
following **CHEAP & GOOD STATIONERY**.  
Letter and Note Paper, 1000 Sheets for 1885.  
Smith's Diaries and Date Books.  
Cream Repp Note Paper and Envelopes, per  
box 40 Cents.  
Coloured Repp Note Paper and Envelopes, per  
box 40 Cents.  
Grey Note Paper and Envelopes, per box 40 Cts.  
Warwick Note Paper, a good unglazed, 50 Cts.  
PAPER.  
University Note Colour 50 Cts. 5 grs.  
Polydure Note Yellow 50 " 5 grs.  
Old English Vellum " 50 " 5 grs.  
Irish Linen, Washable, Old Fashion, 2c. 50.  
Cheap European Account Books, Cash Book,  
Ledger, Journal, &c. 85.50 per Set.  
New Stock of Ball Programs and Menu Cards.  
Large Travelling Writing Cases, Solid Leather.  
Photograph Cases, Photograph Screens.  
Decorative and Postal Envelopes.  
Peters & Argus's Editions Classical Music.  
Mechanical Toy Books.  
Regulation Tennis Balls, \$3.75 per dozen.  
Championship Underwood Balls \$4.25 dozen.  
Walrus and Gold Inlaid Metal Ball Trichord  
Piano, by Wagner, \$225.  
Ditto Black & Gold Brass Tuning Plate, \$240.

**KELLY AND WALSH, LIMITED**  
New Walls by Captain Lightwood—Fragrant  
Stearns Walls, by H. H. L. Lightwood, 75 cents.  
Also by same Composer, Ever Thine Own Waltz.  
Whist Developments, by Cavendish.  
Autobiography of a Whitehead Torpedo, by  
Gunter.  
Herbert Spencer's Complete Works.  
Darwin's Complete Works.  
Dickens's Works, Complete Set—handsomely  
bound.  
A quantity of Shilling Sensational Novels.  
Zola's Novels in English—Germinal, Nana,  
Nana's Daughter, Nana's Brother—L'Assom.  
moir Pot Bonlieu.  
Vocal Scores of Popular Operas—Mascotte,  
Giroli Giroli—Los Ploches de Cornville—Mi.  
rinda—Pirates of Penzance—Princess Ida, &c., &c.  
Berlin Songs, by Count Paul Vasil—Trans.  
lated into English. This book produced a great  
sensation in the French Press, and is French.  
General Gordon's Khartoum Journals.  
Society in London.  
Gordon's Electricity and Magnetism.  
Maurice and James's Pocket-Book of Elec.  
trical Experiments &c.  
The Cross and the Dragon, or Light in the  
Broad East, by Rev. B. C. Henry.  
Wright's Practical Novels—Cheap Edition.  
Kaleidoscope of the Future.  
A Large Stock of New Pamphlets Volumes.  
**KELLY & WALSH, LTD., HONGKONG.**  
[24]

**NOTICE.**  
**CHINA TRADERS' INSURANCE**  
**COMPANY, LIMITED.**  
The CERTIFICATE of 40 SHARES  
numbered 21721/21760 in this Company  
standing in the Register in the name of the  
EXECUTOR OF THE ESTATE OF THE LATE  
FLEUNG SINGWONG, Deceased, having  
been LOST, notice is hereby given, that a New  
CERTIFICATE for the said 40 Shares will be  
issued forthwith hence to the Executor of the  
said late FLEUNG SINGWONG and that the  
Original Certificate, unless produced within  
that period, will thereafter be held by the Com.  
pany as null and void.  
Dated the 5th day of October, A.D.  
By Order, W. H. RAY,  
Secretary. [1811]

**FOR THE CONVENIENCE OF**  
**CUSTOMERS**, the Productions of the  
"CHINA SUGAR REFINING COMPANY, LIMITED"  
can now be obtained by **RETAIL**  
**FOR CASH**, at No. 3, Post Street, at the same  
Price as at the Refinery, on Retail Orders  
will be delivered at addresses in town on ap.  
plicants forwarding their monthly requirements  
in writing direct to the Refinery at Best Point.  
**JARDINE, MATHESON & Co.**  
Hongkong, 28th July, 1885. [1878]

**T. ALGAR & COMPANY AGENTS,**  
**HOUSE AND ESTATE AGENTS,**  
**RENTS COLLECTED.**  
**BROWN, JONES & CO.,**  
**UNDERWRIGHTS.**  
**MOUNTAIN'S ROAD, HONGKONG.**  
**6 QUEEN'S ROAD EAST.** [22]

**NOTICES OF FIRMS.**  
**NOTICE.**  
**MR. JAMES DUKE MONROE** is autho.  
rized to sign our Firm.  
BRADLEY & Co.  
Swallow, 22nd September, 1885. [1740]

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YUEN TAO MAN, YUEN MAN TUNG, and  
YUEN KING SIEN, or certified by the putting  
on the same documents of the Chop of FOO  
TAI LOONG MING KEE.  
Hongkong, 12th August, 1885. [1470]

## BANKS.

**THE NEW ORIENTAL BANK**  
**CORPORATION, LIMITED.**  
AUTHORISED CAPITAL.....£2,000,000.  
PAID UP.....£500,000.  
Registered Office, 40, THE ARCADE STREET,  
LONDON.  
BRANCHES IN INDIA, CHINA, JAPAN  
AND THE COLONIES.  
THE BANK receives money on Deposit,  
Buys and Sells Bills of Exchange, issues  
Letters of Credit, forwards Bills for Collection,  
and Transacts Banking and Agency Business  
generally on terms to be had on application.  
**CLAIMS ON THE ORIENTAL BANK**  
**CORPORATION PURCHASED ON**  
**ADVANTAGEOUS TERMS.**  
H. A. HERBERT,  
Manager, Hongkong Branch.  
Hongkong, 6th July, 1885. [18]

**HONGKONG & SHANGHAI BANKING**  
**CORPORATION.**  
PAID-UP CAPITAL.....\$7,500,000.  
RESERVE FUND.....\$500,000.  
RESERVE FOR EQUALIZATION OF.....500,000.  
DIVIDENDS.....\$500,000.  
RESERVE LIABILITY OF PRO.  
PRIETORS.....7,500,000.  
COURT OF DIRECTORS:—  
Chairman—Hon. F. D. SASSOON.  
Deputy Chairman—A. McIVER, Esq.  
H. L. DALRYMPLE, Esq.  
E. S. SASSOON, Esq.  
W. H. FORBES, Esq.  
R. F. FAY, Esq.  
H. W. KATZ.  
CHIEF MANAGER.  
HONGKONG—THOMAS JACKSON, Esq.  
MANAGER.  
SHANGHAI—FRANK CANTON, Esq.  
LONDON BANKERS—LONDON & COUNTY BANK.

**HONGKONG—INTEREST ALLOWED.**  
On Current Deposit Accounts at the rate of  
2 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months 3 per cent. per annum.  
For 6 months 4 per cent. per annum.  
For 12 months 5 per cent. per annum.  
LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and  
every description of Banking and Exchange  
business transacted.  
Deposits granted on London, and the chief  
commercial places in Europe, India, Australia,  
America, China and Japan.  
T. JACKSON, Chief Manager.  
Hongkong, 24th August, 1885. [18]

**NOTICE.**  
**THE HONGKONG**  
**SAVINGS BANK.**  
1.—The business of the above Bank will be  
conducted by the Hongkong and Shanghai  
Banking Corporation, on their premises in  
Hongkong. Business hours on week-days, 10  
to 5; Saturdays, 10 to 1.  
2.—Sums less than \$1, or more than \$250 at  
one time will not be received. No de.  
posit may be made more than \$250 in any one year.  
3.—Depositors in the Savings Bank having  
\$100 or more at their credit may at their option  
transfer the same to the Hongkong and Shang.  
hai Banking Corporation on fixed deposit for  
12 months at 5 per cent. per annum interest.  
4.—Interest at the rate of 3 per cent. per  
annum will be allowed to Depositors on their  
daily balances.  
5.—Each Depositor will be supplied gratis  
with a Pass-Book, which must be presented with  
each payment or withdrawal. Depositors must  
not make any entries in their Pass-  
Books, but should send them to be written up  
at least twice a year, about the beginning of  
January and beginning of July.  
6.—Correspondence as to the business of the  
Bank if mailed to the Hongkong and Shang.  
hai Banking Corporation, or to the Directors,  
Business is forwarded free by the various  
British Post Offices in Hongkong and China.  
7.—Withdrawals may be made on demand,  
but the personal attendance of the Depositor or  
his duly authorized agent, and the production of  
his Pass-Book are necessary.  
For the HONGKONG AND SHANGHAI BANK.  
ING CORPORATION.  
T. J. JACKSON,  
Chief Manager.  
Hongkong, 8th May, 1885. [683]

**CHINA FIRE INSURANCE COMPANY, LIMITED.**  
ADJUSTMENT OF BONUS FOR THE  
YEAR 1884.  
SHAREHOLDERS are hereby requested to  
send in to this Office a List of their  
contributions of Premium for the year ending 31st  
December last, in order that the proportion of  
Profit for that year to be paid as Bonus to Con.  
tributors may be ascertained. Returns sent in  
before the 30th November next, will be made up  
by the Company, and no subsequent claims or  
alterations will be allowed.  
By Order of the Directors,  
JAS. B. COUGHTREY,  
Secretary.  
Hongkong, 1st October, 1885. [1783]

**HONGKONG FIRE INSURANCE**  
**COMPANY, LIMITED.**  
ADJUSTMENT OF BONUS FOR THE  
YEAR 1884.  
SHAREHOLDERS in the above Company  
are requested to furnish the Undersigned  
with a List of their CONTRIBUTIONS for the  
year ending 31st December last, in order that  
the proportion of PROFIT reserved for Con.  
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before the 30th November next, will be made up  
by the Company, and no subsequent claims or  
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By Order of the Directors,  
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Hongkong, 1st October, 1885. [1783]

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Creditors and Debtors are also hereby re.  
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YUEN TAO MAN, YUEN MAN TUNG, and  
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Hongkong, 12th August, 1885. [1470]

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on the same documents of the Chop of FOO  
TAI LOONG MING KEE.  
Hongkong, 12th August, 1885. [1470]

**NOTICE.**  
**MR. JAMES DUKE MONROE** is autho.  
rized to sign our Firm.  
BRADLEY & Co.  
Swallow, 22nd September, 1885. [1740]

The Undersigned have been nominated by  
Special Appointment **COMMERCIAL**  
**AGENTS** for the **FOREIGN BUSINESS** of  
His Excellency the **Viceroy of China**.  
—RUSSELL & Co. [1467]

I HAVE THIS DAY Established myself as  
a **GENERAL BROKER** and **COMMISSION**  
**AGENT** specially of **CHINESE GOODS** from  
Canton.  
F. X. DA CRUZ,  
No. 3, Stanton Street.  
Hongkong, 2nd October, 1885. [1787]

NOTICE is hereby given that on the 3rd  
day of June last, YUEN YUK CHI and his  
son YUEN HUI KIM (the latter having  
been the Manager) retired from the Business of  
the **FOO TAI LOONG SHOP**, No. 50, Praya  
Central, and sold all their own Shares of the  
Business to YEUNG MING LAI TONG.  
Who had been until then Partners or Share  
holders. Settlement of Accounts has been made.  
The said YUEN MING LAI TONG will not  
hold themselves responsible for any Debts,  
Old or New, contracted by the said YUEN YUK  
CHI or his son YUEN HUI KIM.  
Creditors and Debtors are also hereby re.  
quested to send their accounts to be signed by  
YUEN TAO MAN, YUEN MAN TUNG, and  
YUEN KING SIEN, or certified by the putting  
on the same documents of the Chop of FOO  
TAI LOONG MING KEE.  
Hongkong, 12th August, 1885. [1470]

## AUCTION.

**MR. J. M. ARMSTRONG**, Pursuant to  
an Order of the Supreme Court  
of Hongkong in a Suit ROMANO v. REMEDIOS,  
instituted in the Original Jurisdiction and  
Numbered 40 of 1884, will Sell by Public  
Auction, on  
SATURDAY,  
the 17th day of October, 1885, at 3 o'clock P.M.,  
on the Premises, the following  
VALUABLE ESTATE.  
SITUATE at SYNGAPOE, Victoria, in the  
Colony of Hongkong.  
ALL that Piece of GROUND Registered in  
the Land Office as **DEVELOP LOT No.**  
**567**, Together with the **FIVE MIS.**  
**SUAGES ERECTIONS & BUILDINGS**  
thereon, and known as Nos. 2, 4, 6, 8, and  
10, First Street, Syngapore. Together  
with the **MESSUAGES AND SHOP** erected  
on the East Side of the said Piece of  
Ground, fronting New East Street. There  
is a frontage to Second Street occupied as  
a **Trailer Yard**. Annual Crown Rent  
\$106.85. The whole of the said Premises  
are held for the residue of a Term of 99  
years from the 8th day of March, 1888, and  
will be Sold, subject to a Lease thereof,  
granted to Mr. CRO TAI for a term of  
5 years from the 30th day of June, 1883, at  
a Monthly Rental of \$150 a month payable  
quarterly, and also subject to the payment  
of the Crown Rent and to the covenants  
and conditions contained in the Crown  
Lease thereof.  
For Further Particulars and Conditions of  
Sale apply to  
**MATTHEW J. D. STEPHENS**,  
Solicitor,  
18, Bank Buildings, Queen's Road; or to  
**J. M. ARMSTRONG**,  
Auctioneer.  
Hongkong, 3rd October, 1885. [1736]

**THE HARDEN "STAR" HAND**  
**GRENADE FIRE EXTINGUISHER.**  
The Undersigned, having just arrived, in  
preparation to fill all Orders for the above  
Grenade, it is the Cheapest, Simplest, and  
Best Known.  
**FIRE EXTINGUISHER IN THE WORLD.**  
having been used in England and America  
with the greatest success for the past year,  
and having extinguished over \$900,000 Actual Fire,  
thereby saving millions of dollars worth of property.  
These GRENADES are sold at \$16.00 per case  
of one dozen each, and no Grenades sold less  
than dozen Lots.  
Send all orders to  
**E. CLARK**,  
Hongkong Hotel.  
Hongkong, 22nd September, 1885. [1722]

**HONGKONG AND WHAMPOA DOCK**  
**COMPANY, LIMITED.**  
BOARD OF DIRECTORS.  
LIM SIN SANG, Esq.  
YOW HOON KENG, Esq.  
CHAN LI CHOW, Esq. | Q. HO CHUNG, Esq.  
The Company GRANTS POLICIES ON  
MARINE RISKS to all parts of the World,  
subject to the Agents' approval.  
Contributory Dividends are payable to all  
Contributors of Business, whether they are  
Shareholders or not.  
**WOO LIN YUEN**,  
Secretary.  
HEAD OFFICE,  
No. 2, Queen's Road West,  
Hongkong, 14th March, 1881. [1384]

**INCORPORATED BY ROYAL CHARTER OF HIS**  
**Majesty King GEORGE THE FIRST.**  
A.D. 1720.  
THE UNDERSIGNED, AGENTS for the above  
Company, are prepared to GRANT IN.  
SURANCES to the extent of \$65,000, on first.  
class risks at current rates.  
—MELOCHERS & Co.  
Hongkong, 27th March, 1879. [10]

The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
GRANT POLICIES against FIRE at Current  
Rates.  
**SIEMSEN & Co.**  
Agents.  
Hongkong, 16th November, 1872. [12]

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Rates.  
**SIEMSEN &amp**



## INTIMATIONS.

**LEA AND PERRIN'S SAUCE**  
The Original and Genuine  
Worcestershire Sauce  
has the signature of  
Lea and Perrin on a red  
label. Sold wholesale by  
the Proprietors, Worcester and  
Glasgow & London.

**LEA AND PERRIN'S SAUCE**  
OF Green and Olive  
throughout the world.

**A. S. WATSON & Co.**  
NEW  
VEGETABLE SEEDS  
AND  
FLOWER SEEDS  
ARE NOW READY FOR DELIVERY.

Both are of the Best Varieties and the kinds  
that do best in China. They are shipped  
in a manner that ensures their preservation  
in transit and in three separate parcels. Thus  
every possible precaution is taken to avoid dis-  
appointing Purchasers.

**CATALOGUE OF APPLICATION.**  
**SPECIAL FLORIST'S SEEDS**  
in separate named Varieties.

**PANSY, CARNATIONS, PHLOX, PETU-  
NIA, VERBENA, PORTULACA**  
THE HONGKONG DISPENSARY, 121

**NOTICE TO CORRESPONDENTS.**  
Communications on Editorial matters should be  
addressed "The Editor," and those on business "The  
Manager," and not to individuals by name.

Correspondents are requested to forward their names  
and address with communications addressed to the  
Editor, not for publication, but as evidence of good  
faith.

All letters for publication should be written on one  
side of the paper only.

Advertisements and Subscriptions which are not  
ordered for a fixed period will be continued until  
cancelled.

Orders for extra copies of the Daily Press should  
be sent before 11 a.m. on the day of publication.  
After that hour the supply is limited.

**DEATH.**  
On board the steamer *Thames*, off Hongkong, on the  
9th October, Sophia, the beloved Wife of Major General  
Arthur, Army Pay Department, aged 50 years. (128)

## The Daily Press.

HONGKONG, OCTOBER 10th, 1886.

THE letter of the Vice-Chairman of the  
Hongkong Chamber of Commerce with re-  
ference to the regulations governing the pas-  
senger trade between Chinese ports and  
Singapore does not meet with the approval  
of the Straits Times. Referring to the order  
issued by the Acting Governor of the Straits  
Settlements which allows British ships to  
carry deck passengers in accordance with the  
Hongkong regulations and German ships to  
carry them in accordance with the provisions  
of the German regulations, our contemporary  
says:—"In other words, instead of com-  
pelling shipowners to comply with the local  
regulations of Singapore as to the number  
of passengers they may bring, it permits  
them to bring whatever number is allowed  
by the proper authority at the port of de-  
parture. It is difficult to see what other  
course the Straits Government could have  
adopted in order to remedy the inconvenience  
that previously existed. They have done  
their part, and it now remains for the Hong-  
kong authorities to do theirs, namely, to let  
their passenger regulations assimilate to  
those of Germany or vice versa. If the  
German regulations are good they might  
adopt them at once. If, on the other hand,  
they are objectionable let them memorialize  
the Secretary of State to apply to the  
German Government to get them assimilated  
to those of England. But to ask that the  
Notification issued by the Straits Govern-  
ment should be recalled is extremely in-  
judicious. It would be a distinct backward  
step in civilization and would lead to a  
return to the former intolerable state of per-  
petual conflict between the regulations of this  
Colony and those of Hongkong and Germany."  
These remarks have evidently been penned  
under a total misapprehension of the cir-  
cumstances. So far from being "difficult  
to see what other course the Straits Gov-  
ernment could have adopted to remedy the  
inconvenience that previously existed," the  
course that ought to have been adopted is  
perfectly plain and ought to have  
occurred to any one. The law of Singa-  
pore should have been assimilated to that  
of Hongkong, and impartially enforced  
as regards vessels of all nationalities.  
The order that has actually been passed is  
improbable to absurd for serious discussion.  
It provides that British ships may carry deck  
passengers under one set of regulations, and  
that German ships may carry them under  
another set of regulations, but makes no  
provision as to vessels of other nationalities.  
Supposing a Chinese chartered at Amoy or  
Swatow chooses to charter an American,  
Italian, Spanish, or Austrian steamer to carry  
emigrants to Singapore, how are the Straits  
Authorities to regulate the traffic? If an  
action were brought against a vessel for carry-  
ing an excessive number of passengers, the re-  
ply would simply be that if German vessels  
were allowed to bring passengers under the  
colonial law, so any other foreign vessel must  
be allowed to bring passengers under the  
conditions imposed by the law of its own  
nation. It is not open to the Straits Gov-  
ernment to discriminate as regards the na-  
tionality of vessels, although as a matter of  
fact it has practically discriminated against  
British vessels. Because the passenger  
trade has hitherto been confined to British  
and German vessels it does not follow that  
it will always remain so. The Straits Gov-  
ernment has accepted the German regula-  
tions without demur, but the regulations of  
some other nation might be of such a na-  
ture as would be considered outrageous by  
the British Government. There might, in  
fact, be no special regulations at all, and then  
what would probably be the case, and then  
the vessel would have the right to carry as many  
passengers as she could hold, without any  
provision for their comfort or the separation  
of the sexes. A vessel arriving at Singapore  
with passengers under these conditions  
would not doubt be able to unearth a favour-  
able clause from some treaty or order to  
support the contention that if German  
ships were exempted from British law as re-  
gards the introduction of Chinese immi-

grants into the colony the ship in question  
was entitled to the like exemption. At all  
events, what is conceded to one nation must  
be conceded to all.

No one questions the desirability of sub-  
jecting the passenger carrying trade to official  
inspection and control. Considerations  
of health, comfort, and decency all point to  
the necessity of regulations governing the  
accommodation to be provided for passen-  
gers. All that is contended for is that the  
regulations should be reasonable and judi-  
cious, and that they should be impartially  
applied. No advantage is claimed for British  
shipping, but indignation is naturally  
felt that special advantages should be con-  
ferred in a British colony on the ships of  
another nation. At the Chinese ports no  
British vessels are of course beyond the ju-  
risdiction of the British Authorities, but on  
arrival at Singapore they come within the ju-  
risdiction, and compliance can there be en-  
forced with any regulations that may be deemed  
desirable. The order recently issued at Singa-  
pore should, therefore, have been to the  
effect that vessels of any nationality arriving  
at Singapore from Hongkong or Chinese  
ports might carry deck passengers to the  
number allowed by the law of Hongkong.  
The Straits Times says:—"Previous to the  
publication of the notification in question,  
the emigration law of Singapore was differ-  
ent from that of Germany. It was regulated  
by the Passengers Ships' Ordinance of 1874,  
while that of Hongkong was regulated by  
an Imperial Act, namely, the Chinese Pas-  
sengers Act, 1855. German vessels of course  
were guided by the laws of their own coun-  
try." The Chinese Passengers Act, 1855,  
provides that "It shall be lawful for the  
Legislature of Hongkong by any ordinance  
to make regulations respecting Chinese Passenger  
ships," such regulations applying not only to  
the colony itself but, so far as British vessels  
are concerned, to the ports of China. Under  
this provision Ordinances have at various  
times been passed in Hongkong, and in 1874  
they were consolidated into one Ordinance,  
No. 5 of 1874, which has since been supple-  
mented by other Ordinances dealing with  
special points. In 1874 the legislature of  
the Straits Settlements also passed an Ordi-  
nance making "better provision for the  
regulation of passenger ships." A comparison  
of the two Ordinances leads us to suppose  
that it was intended the Straits Ordinance  
should correspond with that of Hongkong,  
so that foreign vessels arriving at Singapore  
or Penang with immigrants should be sub-  
ject to the same regulations as British ves-  
sels. The provisions of the Hongkong and  
Straits Ordinances as to the accommodation  
to be provided for passengers are identical,  
but they differ in this respect, that the  
Straits Ordinance allows the carriage of deck  
passengers only within the limits of the  
Straits of Malacca, but with the proviso—  
and this is the important point—that "it  
shall be lawful for the Governor in Council,  
from time to time, to pass orders in Council  
permitting passengers to be carried on deck  
to and from places without the above limits,  
and to regulate the times during which such  
passengers may be carried and the precau-  
tions to be taken for their convenience and  
safety." This provision gives the Governor  
of the Straits Settlements power to bring  
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the provision we have just quoted. The  
original intention of the Straits Govern-  
ment in making these regulations, and now,  
when the German Government has pro-  
tested, instead of reverting to what was  
intended in 1874 and placing all vessels of  
whatever nationality on the same footing,  
with almost incredible fatuity it offers ad-  
vantages to German ships above those en-  
joyed by British ships. If we are not much  
mistaken this question was raised once  
before, a number of years ago, when the  
matter was discussed by the British and  
German Governments, with the result that  
Germany agreed that German vessels carry-  
ing passengers from Chinese ports to British  
ports should be subject to regulations similar  
to the British regulations; and the German  
regulations were framed on the British regu-  
lations then in force. We have been unable  
to find any account of these negotiations, but  
we believe they did actually take place. If  
so the German Government would have a  
good case in protesting against the lines re-  
cently imposed on German vessels at Singa-  
pore. It would be interesting and useful if  
all the papers connected with the question  
could be collected and published. Doubt-  
less they are on record in the Colonial Sec-  
retary's Office, and now that the Legislative  
Council is in Session the unofficial members  
would do good service by calling for them.  
Some years ago the Hon. F. B. Jervois  
asked for papers on the subject, with the  
result that the Imperial Act and the local  
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der them were laid on the Council table.  
What was wanted now, however, is the various  
despatches which have passed between the  
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ment of the Straits Settlements on the other,  
together with the instructions issued to the  
Consuls and any departmental or other re-  
ports that may have been written on the  
subject. It is important that the difficulty  
which has arisen should be disposed of once  
for all, and to do this it is essential that the  
whole history of the question should be  
known and thoroughly understood. If it  
is merely tied over by some make-shift  
arrangement it will almost inevitably arise  
again at some future time either in the same  
or some other form. If the suggestion made  
by the Straits Times were carried out and  
the German and English law brought into  
accord this would give no security that the  
Singapore Government would not again in-  
troduce confusion, as it has already done, by  
framing ridiculous and useless local regu-  
lations.

It is satisfactory to find that something like  
a date has been fixed for the inauguration of  
work on the long projected new Pedder's  
Pier. The remarks of the Hon. P. Bryce in  
the Council on this subject elicited from

the Surveyor-General a needed explana-  
tion. It very naturally struck not only  
Mr. Bryce but all outsiders that the  
repair or reconstruction of Murray Wharf,  
which is little used as compared with the  
landing place near the Clock Tower, might  
very well have been made secondary to the  
reconstruction of Pedder's Wharf. But Mr.  
Bryce gave a good reason for the delay. He  
stated that the foreman at Pedder's Wharf  
would have to be dredged before the new  
pier could be constructed, and that work was  
being deferred until the work of dredging  
Canvey Bay is completed. That the fore-  
man at Pedder's wharf dredging is apparent  
to the most superficial observer; the bottom  
there is also rocky and may give some trou-  
ble in driving piles. The site is, however,  
the best in the whole Colony, and the new  
wharf ought to be worthy alike of a large  
and flourishing port, and fitted to accommo-  
date the very large traffic of which it is the  
scene all day. There should be facilities  
for at least four steam launches lying along-  
side simultaneously, seeing that three or  
four often arrive there together. Another  
matter in connection with this much fre-  
quented wharf that requires the attention  
of the Government is the manner in which  
the sampans and other Chinese craft are  
allowed to obstruct the approach to it.  
On a dark night it is both a difficult and  
a dangerous feat for a steam-launch or  
other boat to grope its way to the wharf  
without a collision, and it is simply mar-  
vellous that so few accidents occur. Narrow  
spaces are constant, and occasional ruts, but  
serious collisions have somehow been avoided  
so far. It is, however, only a question of time  
for some disaster to occur as the result  
of allowing the sampans to moor in eccentric  
rows and groups in every conceivable direc-  
tion in front of Pedder's Wharf, leaving a  
sort of watery maze to be threaded in the  
gloom by passenger boats and launches.

The Russian cruiser *Rezonant* (St. Captain  
Ponchich, left Yokohama on the 24th ult. for  
Kobe.

Amongst the passengers who arrived at Yokohama  
by the *City of New York* on the 24th ult.  
was Mr. Copeland, Special Envoy from France to  
China, and suite.

The *Arabia*, which went into quarantine on  
her arrival at Manila, was taken to the  
Commercial wharf of the 1st instant, placed under  
observation for three days.

The Agents (Messrs. Butterfield & Swire) in-  
form us, that the Ocean Steamship Company's  
steamer *Nesher*, from London, left Singapore  
for this port yesterday morning.

M. Savrol has given two concerts at Kobe,  
last on the 30th ult., both of which were  
wretchedly attended. Musically they were great  
successes, the *Hogo News* says.

The British transport *Himalaya*, with the 1st  
Battalion of The Buffs on board, arrived at Singa-  
pore on Thursday last, and has been placed  
under the supervision of the local authorities.

The *Japan Gazette* says that the German  
schooner *Niederling*, which arrived at Yokohama  
on the 24th ult. from Zant, 21st August, had  
on board the crew of a dismantled junk with  
on the voyage. The junk was towed by the schooner  
for three days and then had to be abandoned.

The Japanese man-of-war *Ryujin*, which  
sailed from Yokohama on the 24th ult. for  
Kobe, was ordered to return to the coast of  
China, and to regulate the times during which  
such passengers may be carried and the precau-  
tions to be taken for their convenience and  
safety." This provision gives the Governor  
of the Straits Settlements power to bring  
the law in force in the Straits with regard  
to Chinese passenger ships into accord with  
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with almost incredible fatuity it offers ad-  
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by the Straits Times were carried out and  
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